

AMENDMENTS TO THE SPECIFICATION:

Please amend the ABSTRACT as follows:

Method and device for providing, in an engine-driven goods vehicle, at least two driving wheels (9, 10, 51, 52) and at least one differential (5, 6, 45, 46, 47) arranged between the driving wheels (9, 10, 51, 52). The device includes an engine control unit (3), at least one differential lock (7, 8, 48, 49, 50) for locking or braking the differential (5, 6, 45, 46, 47), the differential lock (7, 8, 48, 49, 50) being arranged between the ~~said~~ driving wheels (9, 10, 51, 52). An operating element (4, 44) for activating each of the differential locks (7, 8, 48, 49, 50). The engine control unit (3) being configured to read-off the position of the operating element (4, 44) and to limit positive or negative output torques of the engine (1) when activating at least one of the differential locks (7, 8, 48, 49, 50) and as a function of the transmission ratio prevailing in the transmission (2, 42).

Please amend the below paragraph(s) as follows:

[0005] When one or more differential locks are activated for axle or wheel differentials, there is a risk of an unequal distribution of the torque between the drive shafts in a driving wheel pair or between respective driving wheel pairs. In the event of high positive or negative torques from the engine of the vehicle and high transmission ratios between the engine and the driving wheels (that is to say, when low gear is selected), drive shafts, differentials and their constituent ~~components~~ components may be overloaded if the torque distribution is too unequal. Many drivers of goods vehicles know that it is necessary to exercise caution when increasing the torque in certain situations. Inexperienced drivers, however, run the risk of expensive damage to axle and differential components.